

*Attachment 4*

***Fulton and Montgomery County  
Coordinated Transportation  
Plan***



## **Executive Summary**

A “Locally Developed, Coordinated Public Transit-Human Services Transportation Plan” is a plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Under the new provisions of SAFETEA-LU the establishment of a “locally developed, coordinated public transit-human services transportation plan” is required for several FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (section 5317).

The provisions of a coordinated plan aim to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes. The provisions ensure that communities coordinate transportation resources provided through multiple Federal programs. A coordinated plan for human services transportation enhances transportation access, minimizes duplication of Federal services, and encourages the most cost-effective transportation possible. The following FTA programs are described herein

### **Elderly Individuals and Individuals with Disabilities Program (Section 5310):**

FTA formula program for public transportation capital projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities. (49 U.S.C. 5310)

### **Jobs Access Reverse Commute (5316):**

FTA formula program for projects relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Additionally, to a public transportation project designed to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

### **New Freedom Program (Section 5317):**

FTA formula grant program for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. (49 U.S.C. 5317)

## **INTRODUCTION**

The Fulton and Montgomery Counties have initiated the development of a two county coordinated plan which is designed to be a collaborative effort involving two county representation from county, and member agencies representing public, private & human service transportation service providers, as well as the New York State Department of Transportation (NYSDOT). The two counties will receive ongoing input on development of the Coordinated Plan, and incorporate transportation issues from its steering committee identified earlier in this plan. Starting in August 2005, Montgomery County has worked in collaboration with the public, private, & human service agencies to respond to SAFETEA-LU requirements, which were adopted into law. More recently a two county steering committee meeting was held where representatives from both counties agreed to work together in this coordinated plan. For simplicity sake, the term FulMont Coordinated Transportation Plan (FCTP) will be used to describe the group.

The purpose of this plan is to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes within Montgomery County in order to provide a more effective and comprehensive public transportation service throughout the County. The plan will provide a framework for the development of transportation projects which will address the needs of the target population. By preparing this plan FCTP and its human service agencies can ensure the continuation of funding resources offered through various Federal Transit Administration (FTA) programs. The end result of this plan will be to offer to the 2 county area a mobility program which offers a wide range of mobility options to both the public and private sectors, while ensuring efficient and effective use of community resources. This structure will become a part of this area's ongoing Mobility Program, which will include all federally funded transportation projects involving Job Access and Reverse Commute (JARC, Section 5316), New Freedom (Section 5317) funding, Elderly and Individuals with Disabilities (Section 5310) funding into a cohesive structure. Also part of the outreach efforts by the County will be to identify other initiatives throughout the community that are focused on coordinating transportation resources such as: collaborative planning, shared maintenance opportunities, group fuel purchasing, etc. The ultimate goal is to utilize transportation resources in a more efficient manner, which will result in enhanced access for clients, minimized duplication of service, and more cost-effective service. The coordination process includes the identification of gaps in transportation service, based on a demographic and demand assessment profile, and to fill those gaps with appropriate transportation projects/services. The plan will include a mechanism for ongoing continuing control over the mobility program to assure compliance is maintained and funding continues to be attainable. The idea is to gradually build a coordinated, cohesive mobility system that can be used by all who wish access. The plan is intended to be flexible with an "OPEN DOOR" policy allowing agencies the comfort and convenience to join at any time.

### **Current Service Providers**

#### **MONTGOMERY COUNTY PUBLIC TRANSPORTATION**

**Funding:** Federal 5311, STOA, and Farebox

**Service Area:** Commuter Service to Greater Albany Area

**Service Type:** Public Transportation

**Days and Hours of Service:** 6:00 am to 5:00 pm Monday thru Friday

**Fleet Composition:** (2) Coach

**Annual One Way Trips:** 28,253

#### **AMSTERDAM COMMUNITY TRANSIT**

**Funding:** Federal 5311, STOA, and Farebox

**Service Area:** City of Amsterdam, and Commuter Service to Greater Albany Area

**Service Type:** Public Transportation and DSS clientele

**Days and Hours of Service:** 6:00 am to 5:00 pm Monday thru Friday

**Fleet Composition:** (4)-16 passenger buses, (1) Coach

**Annual One Way Trips:** 28,253

#### **LIBERTY**

**Funding:** N/A

**Service Area:** City of Amsterdam

**Service Type:** Human Specialized Service

**Days and Hours of Service:** 8:30 am to 4:30 pm Monday thru Friday

**Fleet Composition:**

**Annual One Way Trips:** 28,253

#### **GLOVERSVILLE TRANSIT**

**Funding:** Federal 5311, STOA, Farebox

**Service Area:** City of Gloversville, Johnstown and City of Amsterdam

**Service Type:** Public Transit, Human Specialized Service

**Days and Hours of Service:** 8:30 am to 4:30 pm Monday thru Friday

**Fleet Composition:** 10 buses

**Annual One Way Trips:** 28,253

## **Demographic Analysis:**

**TABLE 1: Population (note: Fulton County Data pending)**

	<b>Total Population (2005/6 Census)</b>	<b>Total Population (2000 Census)</b>	<b>Total Population (1990 Census)</b>
<b>City of Amsterdam</b>	17,749 (05)	18,355	20,714
<b>Montgomery County</b>	49,112 (06)	49,708	51,981

Source: US Census

The City of Amsterdam and surrounding Montgomery County reflect a population decrease from 1990 to present. The City and County are currently undergoing an extensive revitalization and strategically relocating businesses to the area. Although housing prices in the City of Amsterdam seem to be holding at lower rates than surrounding areas, this trend could reverse due to the proximity of Amsterdam to the Capital District, the low cost of housing and the rural character of the area.

**TABLE 2: Senior Population**

	<b>Age 65 and Over (2000)</b>	<b>Age 65 and Over (1990)</b>	<b>% Age 65 and Over (2000)</b>	<b>U.S Average (2000)</b>
<b>City of Amsterdam</b>	4,074	4,858	22.2%	12.4%
<b>Montgomery County</b>	9,537	10,100	19.2%	12.4%

Source: US Census

**TABLE 3: Poverty and Housing**

	<b>% Families Below Poverty Level (2000)</b>	<b>% US Families Below Poverty Level (2000)</b>	<b>Median Housing Value</b>	<b>US Median Housing Value</b>
<b>City of Amsterdam</b>	12.4%	9.2%	\$67,400	\$119,600
<b>Montgomery County</b>	9.0%	9.2%	\$67,600	\$119,600

Source: US Census

**TABLE 4: Labor and Income**

	<b>% In Labor Force (2000)</b>	<b>% US In Labor Force (2000)</b>	<b>Median Household Income</b>	<b>US Median Household Income</b>	<b>Mean Travel Time to Work</b>
<b>City of Amsterdam</b>	54.8%	63.9%	27,517	41,994	21.4
<b>Montgomery County</b>	59.2%	63.9%	32,128	41,994	23.3

Source: US Census

**Existing Conditions**

Public transportation service in Montgomery County has historically been limited to Commuter Service from the County to the City of Albany, and Transit Service in the City of Amsterdam which also has a Commuter component to the major Albany employment centers. Beginning in 2008 a new, intra county service, called the Montgomery Area Xpress or MAX began service on the Route 5 and 5S corridor an major east-west corridor in the County, will link the various hamlets and villages along this route to the City of Amsterdam and beyond. The new service will target employees working at large manufacturing and warehousing centers along this route.

Montgomery County is a host to a wide variety of employers the majority of which are in the manufacturing sector of the economy. The largest employers in Montgomery County are listed below (See Map):

**TABLE 5: Montgomery County Employers**

<b>NAME OF EMPLOYER</b>	<b>NUMBER OF EMPLOYEES</b>
St. Mary's Hospital	1063
Kasson Keller Keymark	830
Liberty Enterprises	747
Montgomery County Employees	700
Amsterdam Printing & Litho	724
Target	591
Greater Amsterdam School District	544
Cranesville Block	425
Amsterdam Memorial Hospital	363
Beechnut Nutrition	350

## **Coordination Efforts**

Facilitated discussions have taken place over the course of the past year within Montgomery County and now with Fulton County involving agencies that provide some form of mobility to County residents. Below is a list of the agencies and their representatives which have been attending these meetings on a regular basis.

Montgomery County Planning/Economic Development	Doug Greene
	Randy Siver
Amsterdam Community Transit	Cheryl Scott
M. C. Office for the Aging	Clifford Balder
	Kimberly Denis
Montgomery County DSS	Johanna Delcostello
Brown Coach	Judy Russell, Bob Brown, Steve Brown
Citizen Advocate	Gary White
FulMont Community Action Council	Dennis Wilson, Ann Black
Fulton Co. Department of Social Services	John Rogers
Fulton Montgomery Community College	Dustin Swanger
Gloversville Transit	Al Schutz
Lexington	Jim Post
City of Amsterdam	Mayor Ann Thayne
Montgomery County Bd of Supervisors	Shayne Walters
New York State Department of Transportation	Jennifer Thorne
Resource Center for Independent Living	Ramon Rodriguez
St. Mary's Hospital	Al Turo, Beth Case

## **Needs Analysis**

The following points have been identified by various County transportation providers as achievable opportunities for coordinating transportation. These points will be transformed into goals with a timeline for implementation to follow.

- At the commencement of Montgomery County public service February 18, 2008, the County buses will coordinate with Amsterdam Community Transit at the hub in Fonda. In this manner, County and City buses can transfer riders at a single point of contact. Duplication can be avoided between both providers while increasing transit service efficiency and reducing local tax dollars.

- Both Amsterdam and Montgomery County Transit have been working to meet the needs of County Department of Social Services (DSS) clients by providing rides to and from the DSS building in Fonda.
- Future coordination with the Gloversville Transit System (GTS) in Fonda has also been discussed. Transit Manager Al Schutz is eager to work with providers in Montgomery County to eventually offer a seamless regional system.
- Expanding service to Johnstown Industrial Park
- Increasing the number of bus routes
- Extending the hours of service, especially in the evening

Note: This plan is a work in progress. The plan should be completed by December 2008